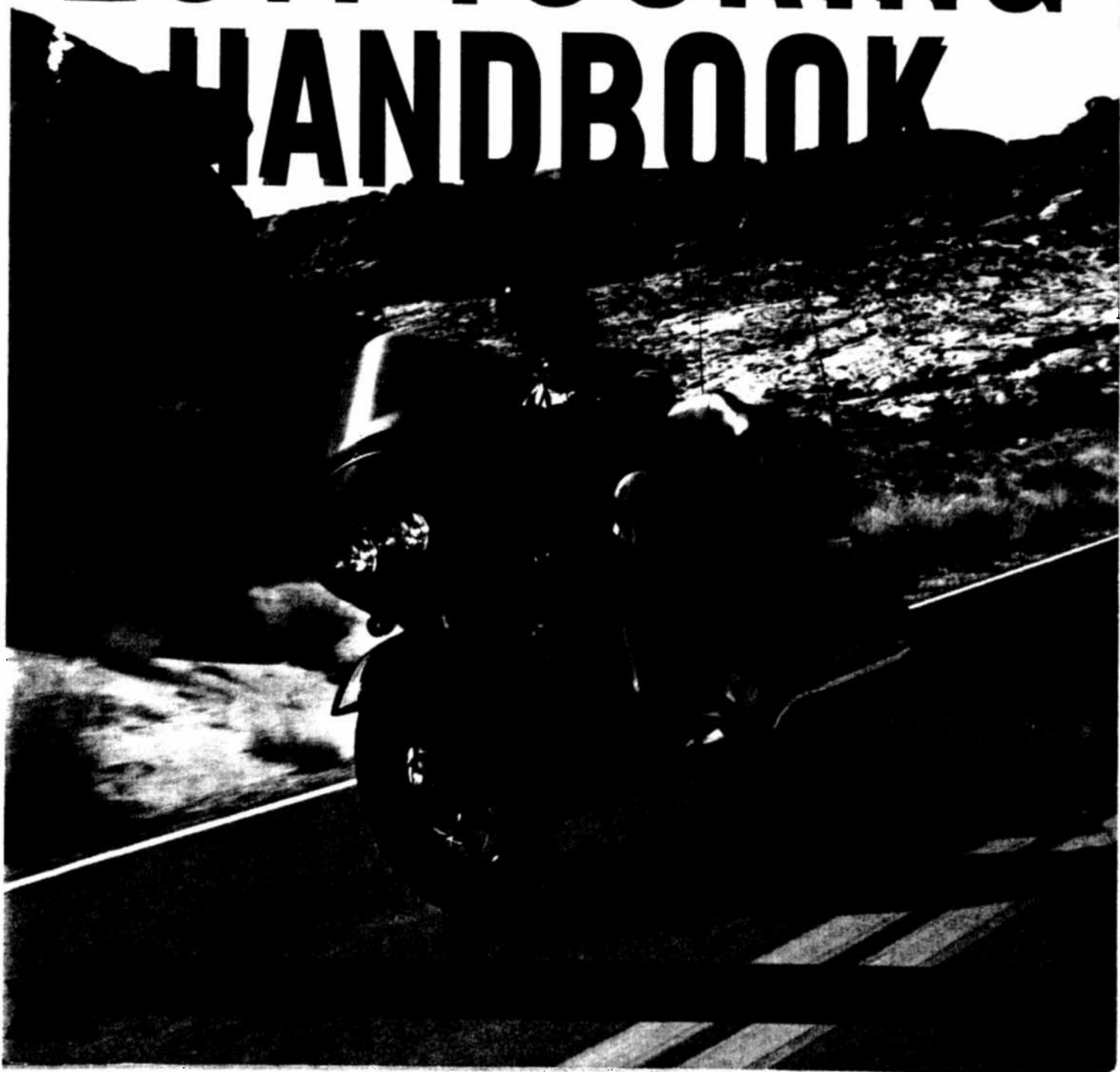




2011 TOURING HANDBOOK



Motorcycle Laws

Motorcycle Noise Enforcement

At Harley-Davidson®, we love the sound of our V-Twins. But we know we can enjoy good sound quality and performance without making an excessive amount of noise.

As communities raise concerns about motorcycle noise, we must work together to respond in a constructive way. Unless we, as riders, take steps to be socially responsible, our right to ride and our lifestyle may be in jeopardy.

As you're planning your trip, please consider what you can do to avoid creating noise complaints in the communities you ride through.

MOTORCYCLE LAWS LEGEND

Remember: While other laws vary from state to state and province to province, all states and provinces require a motorcycle operator's license.

Every effort has been made to ensure the information is correct at the time of publication. However, the Harley-Davidson Motor Company, Rand McNally, the American Motorcyclist Association, and the Motorcycle and Moped Industry Council cannot assume responsibility for the accuracy of the information.

*Courtesy of the Insurance Institute for Highway Safety

- x required by law
- no reference in administrative code or statutes
- # available for all eligible applicants
- prohibited
- prohibited to use or possess
- ▲ required if carrying a passenger
- * night limit 65/65
- 1 reflectorization required
- 2 must have in possession
- 3 required for novice riders
- 4 required under age 18
- 5 required under age 19
- 6 required under age 21
- 7 required under age 15 or operating under a learner's permit or operating less than one year with license/endorsement or as a passenger of an operator required to wear protective headgear
- 8 required for passengers
- 9 required for instructional permit holders
- 10 required under age 16
- 11 required for first time applicants
- 12 may waive skills test for successful completion of rider ed
- 13 may waive knowledge test for successful completion of rider ed
- 14 required unless equipped with windscreen
- 15 required unless equipped with windscreen which is 15" or higher above handlebars
- 16 required at speeds over 35 mph
- 17 modulating headlight permitted
- 18 required for vehicles manufactured after 1/1/56
- 19 required for vehicles manufactured after 4/1/77
- 20 required for vehicles manufactured after 1978
- 21 required for vehicles manufactured during or after 1990
- 22 prohibits passengers under age 5
- 23 prohibits passengers under age 7
- 24 prohibits passengers under age 8
- 25 single earphone only
- 26 to be used for communication purposes only
- 27 required by inspection regulations
- 28 random
- 29 annual emissions in some areas
- 30 upon title transfer
- 31 not required over 21 with a minimum of \$10,000 in medical insurance
- 32 not required over 21 with successful completion of rider training or \$10,000 in medical insurance
- 33 not applicable if manufactured prior to 1975
- 34 not required to wear a helmet over 18 with proof of insurance
- 35 not required over 21 with two years experience or successful completion of rider ed
- 36 footrests not required
- 37 required if manufactured after 1968
- 38 required if manufactured after 1974
- 39 required if manufactured after 1973
- 40 required if manufactured after 1965

| State/Province | Safety Helmet | State Funded Rider Ed | Eye Protection | Daytime Use of Headlight | Passenger Seat | Passenger Age | Helmet Speaker | Mirror Left (L) | Mirror Right (R) | Periodic Safety | Turn Signals | Two Abreast in Same Lane | Maximum Rural/Urban* Interstate Speed |
|-------------------------|---------------|-----------------------|----------------|--------------------------|----------------|---------------|----------------|-----------------|------------------|-----------------|--------------|--------------------------|---------------------------------------|
| United States | | | | | | | | | | | | | |
| Alabama | x | # | | 17 | ▲ | | | x | | | | | 70/65 |
| Alaska | x-4,8 | | x-15 | x-17 | ▲ | | | x (L,R) | x-28 | | | | 65/55 |
| Arizona | x-4 | #-12 | x-14 | 17 | ▲ | | | x | x-29 | | | | 75/65 |
| Arkansas | x-6 | | x | x-17 | ▲ | 24 | | x | | | | ● | 70/55 |
| California | x | #-6,12 | | x-17,20 | ▲ | | 25 | x | x-28 | x | | ● | 70/65 |
| Colorado | x-4,8 ● | #-12 | x | 17 | ▲ | | | x | x-28 | | | | 75/65 |
| Connecticut | x-4,9 | #-4,12 | x-14 | x-17,21 | ▲ | | | x | x-28 | | | | 65/55 |
| Delaware | x-1,2,5,9 | #-4,12,13 | x | 17 | ▲ | | | x | x | | | ● | 65/55 |
| Florida | x-31 | #-11 | x | x-17 | ▲ | | | x | | | x | | 70/65 |
| Georgia | x | #-12,13 | x-14 | x-17 | ▲ | | 26 | x | | | | | 70/65 |
| Hawaii | x-1,4 | #-12 | x-14 | | ▲ | 23 | | x | x | | | | 60/50 |
| Idaho | x-4 | #-6,12 | | 17 | ▲ | | | x | | | | ● | 75/75 |
| Illinois | | #-4,12,13 | x-14 | x-17 | ▲ | 26 | | x | | | | ● | 65/55 |
| Indiana | x-4,9 | #-12 | x-4 | x-17,18 | ▲ | | | x-18 | | | | | 70/55 |
| Iowa | | #-4,12 | | x-17,19 | ▲ | | | x | | | | | 70/55 |
| Kansas | x-4 | #-12,13 | x-14 | x-20 | ▲ | | | x (L) | x-28 | x-39 | | | 70/70 |
| Kentucky | x-3,6,9 | #-12 | x | | ▲ | | | x | x-29 | | ● | 65/65 | |
| Louisiana | x | #-12 | x-14 | 17 | ▲ | 22 | | x (L) | x | x | | | 70/70 |
| Maine | x-4 | #-11,12,13 | | x | ▲ | | | x | x | x-38 | | | 65/65 |
| Maryland | x | #-4,12,13 | x-14 | 17 | ▲ | | 25 | x (L,R) | x-30 | x | | | 65/65 |
| Massachusetts | x | #-12 | x-9,14 | 17 | ▲ | | □ | x | x | x | | | 65/65 |
| Michigan | x | #-4,12 | x-14,16 | 17 | ▲ | | | x | x-28 | | | | 70/65 |
| Minnesota | x-4,9 | #-4,12 | x | x-17 | ▲ | | 25 | x | x-28 | | | | 70/65 |
| Mississippi | x | | | | | | | | | x | | ● | 70/70 |
| Missouri | x | #-12 | | 17 | ▲ | | | | | x | | ● | 70/60 |
| Montana | x-4 | #-12 | | x-17 | ▲ | | | x | | | | | 75/65 |
| Nebraska | x | #-12,13 | | 17 | ▲ | | | | | | | | 75/65 |
| Nevada | x | #-12,13 | x-14 | 17 | ▲ | | | x (L,R) | | x-39 | | | 75/65 |
| New Hampshire | x-4 | #-12 | x-14 | 17 | ▲ | | | x | x | | | | 65/65 |
| New Jersey | x-1 | #-12 | x-9,14 | 17 | ▲ | | | x | x | | ● | 65/55 | |
| New Mexico | x-1,4 | #-4,12,13 | x-14 | 17 | ▲ | | | x | x-28 | x | ● | 75/75 | |
| New York | x | #-12 | x | x-17 | ▲ | | 25 | x | x | x-40 | | | 65/65 |
| North Carolina | x | #-12 | | x-17 | ▲ | | | x | x | | | | 70/70 |
| North Dakota | x-1,4 | #-10 | | 17 | ▲ | | | x | | | | | 75/75 |
| Ohio | x-3,4 | #-4,12 | x-14 | 17 | ▲ | | | x | x-28 | x-37 | | | 65/65 |
| Oklahoma | x-4 | | x-14 | x-17 | ▲ | | | x (L,R) | | | ● | 75/70 | |
| Oregon | x | #-6,12,13 | | x-17 | ▲ | | | x | x-28 | x | | | 65/55 |
| Pennsylvania | x-35 | #-12,13 | x | x-17,39 | ▲ | | 26 | x19,27 | x | | | | 65/55 |
| Rhode Island | x-3,6,8 | #-11,12,13 | x | | ▲ | | □ | x | x | | | | 65/55 |
| South Carolina | x-1,6 | # | x-6,14 | x-17 | ▲ | | | x | | | | | 70/70 |
| South Dakota | x-4 | #-12,13 | x-14 | 17 | ▲ | | | x | | x | | | 75/75 |
| Tennessee | x | #-12,13 | x-14 | x-17 | ▲ | | | x | | | | | 70/70 |
| Texas | x-6,32 | #-4,12 | | x-17,33 | ▲,36 | | | x | x | | ● | 75/70* | |
| Utah | x-4 | #-12 | | 17 | ▲ | | | x | x | | | | 75/65 |
| Vermont | x-1 | #-12 | x-14 | 17 | ▲ | | | x | x | x | ■ | 65/55 | |
| Virginia | x | #-12 | x-14 | 17 | ▲ | | 26 | x | x | | ■ | 70/70 | |
| Washington | x | #-4,12,13 | x-14 | x-17 | ▲ | 22 | | x (L,R) | x-28 | | | | 70/60 |
| West Virginia | x | #-12,13 | x | x | ▲ | | | x | x | x | ● | 70/55 | |
| Wisconsin | x-4,9 | #-4,12 | x-15 | x-17 | ▲ | | | x | x-28 | x | | | 65/65 |
| Wyoming | x-4 | #-12 | | x-17 | ▲ | | | x | | | | | 75/60 |
| District of Columbia | x-1 | | x-14 | 17 | ▲ | | | x | x | | | | NA/55 |
| Puerto Rico | x | | x | x | ▲ | | | x | x | | | | N/A |
| Canada | | | | | | | | | | | | | |
| Alberta | x | N/A | | x | ▲ | N/A | 26 | x | | x | ■ | N/A | |
| British Columbia | x | N/A | | x | ▲ | N/A | 26 | x | x-29 | x | ■ | N/A | |
| Manitoba | x | N/A | | x | ▲ | N/A | 26 | x | | x | ■ | N/A | |
| New Brunswick | x | N/A | | x | ▲ | N/A | 26 | x | | | ■ | N/A | |
| Newfoundland & Labrador | x | N/A | x-14 | x | ▲ | N/A | 26 | x | | x | ■ | N/A | |
| Northwest Territories | x | N/A | | x | ▲ | N/A | 26 | x (L,R) | | | ■ | N/A | |
| Nova Scotia | x | N/A | | x | ▲ | N/A | 26 | x | x-29 | x | ■ | N/A | |
| Ontario | x | N/A | | x | ▲ | N/A | 26 | x | | | ■ | N/A | |
| Prince Edward Island | x | N/A | | x | ▲ | N/A | 26 | x | x | x | ■ | N/A | |
| Québec | x | N/A | | x | ▲ | N/A | 26 | x (L,R) | | x | ■ | N/A | |
| Saskatchewan | x | N/A | x-14 | x | ▲ | N/A | 26 | x | x-30 | x | ■ | N/A | |
| Yukon | x | N/A | | x | ▲ | N/A | 26 | x | | x | ■ | N/A | |

Table 17

**Helmet Usage Among Motorcycle Crash Patients
Admitted to Trauma Centers
(CY 2000 to CY 2007)**

| <u>CY</u> | <u>Total^a</u> | <u>Patients Helmeted During Crash</u> | <u>% of Total</u> | <u>Patients With No Helmet During Crash</u> | <u>% of Total</u> | <u>Patients With Unknown Helmet Usage</u> | <u>% of Total</u> |
|-----------|--------------------------|---------------------------------------------------|-----------------------|---------------------------------------------------------|-----------------------|-------------------------------------------------------|-----------------------|
| 2000 | 665 | 591 | 88.9% | 42 | 6.3% | 28 | 4.2% |
| 2001 | 748 | 633 | 84.6 | 65 | 8.7 | 46 | 6.1 |
| 2002 | 868 | 746 | 85.9 | 69 | 7.9 | 45 | 5.2 |
| 2003 | 837 | 638 | 76.2 | 150 | 17.9 | 46 | 5.5 |
| 2004 | 1,084 | 606 | 55.9 | 435 | 40.1 | 36 | 3.3 |
| 2005 | 1,348 | 705 | 52.3 | 570 | 42.3 | 61 | 4.5 |
| 2006 | 1,281 | 690 | 53.9 | 525 | 41.0 | 51 | 4.0 |
| 2007 | 1,371 | 733 | 53.5 | 581 | 42.4 | 43 | 3.1 |

^aTotals equal more than the sum of the helmet use status figures in each year due to the inclusion of cases in which sports equipment was coded as a protective device, fields were incorrectly blank, or in which trauma center registrars inappropriately coded a field for protective devices. Such responses at the time of diagnosis of a motorcycle crash patient's injuries prevent the accurate determination of helmet use status.

Source: Pennsylvania Trauma Outcome Study (PTOS), Pennsylvania Trauma Systems Foundation.

Proportionately, the number of helmeted motorcycle crash patients admitted to trauma centers decreased from above 80 percent in Calendar Years 2000 through 2002 to above 50 percent in Calendar Years 2004 through 2007. Conversely, while the proportion of non-helmeted motorcycle crash patients admitted to a trauma center was in the single digits in Calendar Years 2000 through 2002, this population increased to at or above 40 percent in Calendar Years 2004 through 2007. The number of motorcycle crash patients admitted to trauma centers with unknown helmet usage as a proportion of all motorcyclists admitted remained in the single digits in each of the eight years examined.

In CY 2004, the number of helmeted admissions decreased by 32 over the prior year. During the same period, the number of non-helmeted admissions nearly tripled; increasing from 150 in CY 2003 to 435 in CY 2004. This occurred as the total number of motorcyclists admitted to Pennsylvania trauma centers increased by 247 between CY 2003 and CY 2004.

In CY 2005, the number of non-helmeted admissions increased by 135, or 31 percent, from the CY 2004 total, while helmeted admissions increased by 99, or 16.3 percent over CY 2004. In CY 2006, the total number of motorcycle crash patients admitted to a trauma center decreased by 67, or nearly 5 percent. In that year, the number of helmeted admissions decreased by 2.1 percent and the number of non-helmeted admissions decreased by 7.9 percent. The number of both helmeted and

ABATE of Michigan's concern with motorcycle helmet-law amendment data

1. Estimated Effect of Repealing Michigan's Mandatory Helmet Law

Pietro Semifero, OHSP May 2007

The statements in this paper are over 3 years old. In order for this to be used as a basis for a judgment for or against a repeal the statements need to be updated.

Furthermore the data used as a basis for this paper is 17 years old (Motor Vehicle Accident Costs, US Federal Highway Administration, October 1994). The costs were simply extrapolated to 2004 dollars, but not of the data was updated.

A 17-year old study is not a scientific basis for a conclusion of any kind.

2. Evaluation of the Repeal of the All-Rider Motorcycle Helmet Law in Florida

DOT HS 809 849, Robert G. Ulmer and Veronika Shabanova Northrup August 2005

This study is flawed in that it uses specific years to compare the effects of Florida's helmet-law modification. Instead of hand picking certain years before the repeal (1997-1999) and after the repeal (2001 – 2003), the statistically-admissible method is to choose the same # of years before and after the change and to do a linear regression on both populations.

The study also states that "non-fatal serious injuries began increasing in the first six months of 2000" yet the repeal did not take effect until Jul 1, 2000, thus not all the data is pertinent.

Also the study clearly indicates that fatalities in the under-21 age group tripled, which skews the statistics and is not relevant in Michigan as the proposed helmet amendment is 21 and over.

In conclusion this study can't be used for a basis in the Michigan helmet-law amendment.

3. Helmet Cost is reduced by Motorcycle helmet Use

Journal of Trauma September 2002

This study is 9 years old and although the purpose is stated as identifying the impact of motorcycle helmet use on patient outcomes it is clear that it was commissioned with an ulterior motive in mind as the conclusions about insurance premiums are well out of the scope of a medical study.

In addition the facts about helmet usage vary from paragraph to paragraph, anywhere from 80% to 96%.

The cost data is not broken down into types of rehabilitation; rehab costs for all forms of injury (head, limbs, etc) are lumped together thus one can't conclude that the higher costs are due to lack of wearing a helmet.

Sept. 20, 2011
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"DEDICATED TO FREEDOM OF THE ROAD"



ABATE of Michigan, Inc.

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Why Car insurance will Not go up if the Mandatory Helmet law is Repealed

Motorcyclists' efforts in Michigan to repeal the mandatory helmet law are in high gear. Every state that surrounds Michigan is a choice state for motorcyclists on the helmet issue. Fatality Rates are higher per 10,000 motorcyclists in Michigan than the surrounding states. Insurance rates for Michigan motorcyclists are higher than in surrounding states. Michigan motorcyclists pay into the Michigan Catastrophic Fund per each vehicle, every year. Michigan motorcyclists pay for their cars and their motorcycles. Many pay as much as 5 times or more into the Michigan Catastrophic Fund. Why did the Catastrophic Fund increase by over \$20.00 per policy in 2010? Motorcyclists are not covered if there is a single vehicle crash or in a crash with another motorcycle. No state in the country has increased their motorcycle insurance rate as a result of repealing a mandatory motorcycle helmet law. 30 states have repealed, modified, or didn't have a mandatory helmet law. In order to get a comprehensive view of the effects of repeal the stats from other recent states that have repealed their law are below.

Pennsylvania's "Legislative and Budget and Finance Committee" released a study of their helmet modification law in June of 2008. The study is titled the "Motorcyclist Injuries and Fatalities Since the 2003 Repeal of the Mandatory Law". This study reviews many aspects of the motorcycling community in Pennsylvania. Let's look at some of this data. In 2002, the number of motorcycle registrations was 248,775. In 2007, the number was 363,109. Motorcycle registrations increased over 100,000. The crashes per 10,000 rate in 2002 was 122.7. In 2007 it was 113.2. The per 10,000 crash ratio went down. The Penn Police Crash Reporting system, and Penn DOT Crash Information System and

Analysis Division also tracked helmeted and non-helmeted riders. Let's look at some of those results. "Reported Helmet Usage in Motorcycle Crashes Resulting in Fatalities" raw numbers for 2003-2007 were helmeted: 496, and non-helmeted: 385. Moving on to the "Major Injury" stats. From 2003-2007, there were 1,381 helmeted, and 1,220 non-helmeted, resulting in major injuries. "Moderate Injury" from 2003-2007, there were 4,041 helmeted, and 2,291 non-helmeted. "Minor Injury" from 2003-2007, there were 3,874 helmeted, and 1,974 non-helmeted. "Not Injured" from 2003-2007 1,059 helmeted, and 632 non-helmeted. "Helmet usage among Motorcycle Crash patients admitted to Trauma Centers" from 2003-2007, helmeted during crash: 3,372, and patients with no helmets during crash: 2,261.

What about Florida? Florida repealed their mandatory law in 2000. According to Florida's Department of Highway Safety & Motor Vehicles report Traffic Safety Facts, October 2010: Motorcycle registrations, since 2000, have risen 102%. Fatalities have increased in the same time period 63.4%. In addition, the Florida DHSMV's report in 2009 reported 53% of the motorcyclists killed in Florida were wearing a helmet. 61% of the motor vehicle vs the motorcycle collisions were the fault of the motor vehicle.

In conclusion, ABATE of Michigan has always supported tougher motorcycle licensing, rider education, and car driver awareness of motorcyclists to prevent motorcycle accidents. We have gone to the well several times, in the close to 30 years of the motorcycle safety program, to protect and fund the public program solely through cyclists contributions. **Helmets do not prevent crashes.** Helmets may or may not assist a rider in a traffic crash as the above facts prove, so let the adult rider decide. Because of the small number of motorcycle crashes compared to other motor vehicles, no state has increased or decreased their car drivers insurance rate in the country. We pay more than our fair share and car insurance in Michigan will not go up because of the repeal of the mandatory helmet law.

Thank you,

Vince Consiglio, President, ABATE of Michigan, abatemsf@tir.com